

COUNTRY East Germany

REPORT NO. [REDACTED]

TOPIC Brandenburg-Arado Airfield

EVALUATION see below

PLACE OBTAINED [REDACTED]

25X1A

DATE OF CONTENT [REDACTED]

25X1A

DATE OBTAINED [REDACTED]

PREPARED 6 October 1953

REFERENCES

PAGES [REDACTED] 25X1A ENCLOSURES (NO. & TYPE)

REMARKS

SOURCE

[REDACTED] 25X1X

25X1X

1. The following air activity was observed at Brandenburg-Arado airfield between 16 August and 11 September 1953:

16 August. Between 5:30 a.m. and 10:20 a.m., Il-10s flew individually and in elements of twos. The aircraft made local flights and low level attacks.

20 August. Besides individual flights which were previously reported, in the afternoon, formation flights were made by 6 to 9 ground attack aircraft which flew out of sight and landed after about 50 minutes.

25 August. Throughout the day, there was local flying and included low level attacks. Sometimes, the ground attack aircraft flew in groups of two side by side. Occasionally, the aircraft formed formations of 7 or 8 which practiced breaking formation and landing aft of one another. A total of 34 Il-10s and a transport aircraft with the [REDACTED] were counted at the field. 25X1C

26 August. Air activity observed included local flights by individual aircraft and in groups of two, low level attacks and flying in formations of four. At about 5 p.m., a transport aircraft was observed aloft. After 9 p.m., there was night flying. The aircraft flew in elements of twos at intervals of about three wing spans. Air activity still continued at 0:30 a.m.

27 August. At 10 a.m., 36 Il-10s and 1 transport were counted at the field.

28 August. In the afternoon, 5 Il-10s individually took off, circled the field and made low level attacks. After 8 p.m., night flying was continually conducted by about 6 aircraft which made individual flights. Occasionally, the aircraft flew in elements of two.

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29 August. At 10 a.m., a transport aircraft landed at the field. The sky was overcast, and the weather was rainy. At 11:30 a.m., a formation of 8 Il-10s was observed aloft.

1 September. After 7:30 a.m., there was individual flying with low level attacks and formation flying. Sometimes, the aircraft were out of sight. The weather was the same as on 29 August. At 2:30 p.m., 34 Il-10s were counted at the field.

3 September. In the afternoon, 34 Il-10s were again observed at the field. The transport aircraft was no longer seen.

6 to 10 September. On 8 September, aircraft practiced flying individually and in flights of threes. An Il-10 towing a sleeve target was observed aloft.

11 September. There was night flying in rainy weather.

2. The following observations were made at the field between 18 August and 9 September:

18 August. Night flights started at 3 p.m..

19 August. At 6:30 a.m., 37 Il-10s and 1 Li-2 were parked at the field. After 2 p.m., 1 Po-2 circled the field.

20, 21 and 22 August. Local flights were made by Il-10s.

23 August. There was no air activity.

24 and 25 August. Individual and formation flights were made by Il-10s, 1 Po-2 and 1 Li-2. Air activity was discontinued for a short time because of rainy showers.

26 August. At 5:45 a.m., 4 Il-10s took off and made formation flights. Throughout the day, there was little air activity. After 8 p.m., night flying was conducted by ground attack aircraft. At about 4:45 p.m., 4 or 5 soldiers mounted a Li-2 and the Li-2 subsequently took off.

27 August. Throughout the day, there was air activity by ground attack aircraft.

28 August. In the late afternoon, 7 Il-10s took off. After some time, the aircraft landed and were parked on the southern edge of the field. The aircraft were involved in air activity after nightfall.

29 August. The Li-2s were observed aloft for the last time. They headed northeast at about noon. During the morning, there was intensive air activity by Il-10s. No flights were made in the afternoon because of rain.

30 August. No air activity was observed at 9:10 a.m. A total of 36 Il-10s were parked on the eastern edge of the field.

31 August. Maintenance work was being done on the aircraft parked on the eastern edge of the field. Only factory test flights were made.

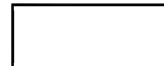
1 September. Formation flying was practiced throughout the day. There was intensive night flying after 8 p.m.

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2 September. Between 4 p.m. and 5 p.m., some test flights were conducted. After 8 p.m., there was night flying.

3 September. There was little air activity in the afternoon.

4 September. At 7 a.m., no air activity was conducted while the weather was very windy and hazy. Between 6 p.m. and 7 p.m., a Po-2 was observed aloft.

5 and 6 September. At 6 a.m., no activity was observed at the field.

7 September. At 8 a.m., maintenance work was being done. After 7:15 p.m., night flights were made.

8 September. At 5:45 a.m., some aircraft engines were started. At 6:45 a.m., three Il-10s took off heading northwest. Between 7:10 a.m. and 5:30 p.m., formation flying was practiced. Between 5:30 p.m. and 7 p.m., a Po-2 was observed aloft.

9 September. During the noon hours, a Po-2 practiced flying. Between 1 p.m. and 6:30 p.m., there was little air activity by Il-10s.

Comment. No change was observed in the air activity conducted by the ground attack regiment at Brandenburg-Arado airfield.

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